Claims

What is claimed is:

1. A combined systems user interface (CUI) (242) providing centralized monitoring of a screening checkpoint system (10), said CUI comprising:

a baggage screening status region adapted to display screening information generated by an explosives screening system (30) and a baggage imaging system (35) configured within a baggage screening zone (15);

a passenger screening status region adapted to display screening information generated by an explosives detection portal (40) and a metal detection portal (50) configured within a passenger screening zone (20); and

a secondary screening status region adapted to display screening information generated by a body scanning system (55) and an enhanced explosives screening system (60) configured within a secondary screening zone (25).

2. The interface according to claim 1, wherein said baggage screening status region is further adapted to display images of baggage screened by said baggage imaging system.

3. The interface according to claim 1, wherein said baggage screening status region is further adapted to display screening information generated by a nuclear detection system (405) adapted to detect threshold levels of radioactive materials present in screened baggage, wherein said nuclear detection system is configured within said baggage screening zone.

4. The interface according to claim 1, wherein said passenger screening status region is further adapted to display screening information generated by a nuclear detection system (410) adapted to detect threshold levels of radioactive materials present on a passenger, wherein said nuclear detection system is configured within said passenger screening zone.

5. The interface according to claim 1, wherein said passenger screening status region is further adapted to display screening information generated by a self-divestment portal (45) configured within said passenger screening zone.

6. The interface according to claim 5, wherein said passenger screening status region is further adapted to display images of an individual passenger and a location of metallic items detected on said individual passenger, wherein said images are generated by a camera working in cooperation with said self-divestment portal.

7. The interface according to claim 1, wherein said secondary screening status region is further adapted to display images of an individual passenger and a location of any threat objects detected on said individual passenger, wherein said images are generated by said body scanning system.

8. The interface according to claim 1, wherein said secondary screening status region is further adapted to display screening information generated by a sealed-bottle scanning system (65) configured within said secondary screening zone.

9. The interface according to claim 1, and further comprising:

screening system control capabilities providing an ability to modify screening sensitivity levels of at least one screening system of said baggage, passenger, and secondary screening zones.

10. The interface according to claim 9, wherein said screening sensitivity levels can be automatically modified in response to threat level data provided by a passenger threat level identification system (244) working in cooperation with said interface.

11. The interface according to claim 1, said interface further comprising:

an entry gate control providing an ability to moderate passenger flow into said screening checkpoint system.

12. The interface according to claim 1, said interface further comprising:

an exit gate control providing an ability to moderate passenger flow into a secured area protected by said screening checkpoint system.

13. The interface according to claim 1, said interface further comprising:

a threat assessment region adapted to display a threat level of an identified passenger screened by said screening checkpoint system, wherein said threat level is based upon data provided by a passenger threat level identification system (244).

14. The interface according to claim 1, said interface further comprising:

a threat assessment region adapted to display a threat level of an identified passenger screened by said screening checkpoint system, wherein said threat level is based upon screening results generated by individual screening systems of said baggage, passenger, and secondary screening zones.

15. The interface according to claim 1, said interface further comprising:

a passenger information region adapted to display passenger data, wherein said passenger data is provided by a passenger ID station (27) configured with said screening checkpoint system.

16. The interface according to claim 1, wherein each of said baggage, passenger, and secondary screening status regions are represented on a single display device.

17. The interface according to claim 1, wherein each of said baggage, passenger, and secondary screening status regions are represented on individual display devices.

18. The interface according to claim 1, wherein said interface is remotely located relative to individual screening systems of said baggage, passenger, and secondary screening zones.

19. A method for providing centralized monitoring of a screening checkpoint system (10), said method comprising:

providing a combined systems user interface (CUI) (242) comprising baggage, passenger, and secondary screening status regions;

displaying baggage screening information in said baggage screening status region, wherein said baggage screening information is generated by an explosives screening system (30) and a baggage imaging system (35) configured within a baggage screening zone (15);

displaying passenger screening information in said passenger screening status region, wherein said passenger screening information is generated by an explosives detection portal (40) and a metal detection portal (50) configured within a passenger screening zone (20); and

displaying secondary screening information in said secondary screening status region, wherein said secondary screening information is generated by a body scanning system (55) and an enhanced explosives screening system (60) configured within a secondary screening zone (25).

20. The method according to claim 19, said method further comprising:

displaying images of baggage screened by said baggage imaging system in said baggage screening status region.

21. The method according to claim 19, said method further comprising:

displaying screening information generated by a nuclear detection system (405) adapted to detect threshold levels of radioactive materials present in screened baggage, wherein said screening information generated by said nuclear detection system is displayed in said baggage screening status region.

22. The method according to claim 19, said method further comprising:

displaying screening information generated by a nuclear detection system (410) adapted to detect threshold levels of radioactive materials present on a passenger, wherein said screening information generated by said nuclear detection system is displayed in said passenger screening status region.

23. The method according to claim 19, said method further comprising:

displaying screening information generated by a self-divestment portal (45) in said passenger screening status region, wherein said self-divestment portal is configured within said passenger screening zone.

24. The method according to claim 23, said method further comprising:

displaying images of an individual passenger and a location of metallic items detected on said individual passenger in said passenger screening status region, wherein said images are generated by a camera working in cooperation with said self-divestment portal.

25. The method according to claim 19, said method further comprising:

displaying images of an individual passenger and a location of any threat objects detected on said individual passenger in said secondary screening status region, wherein said images are generated by said body scanning system.

26. The method according to claim 19, said method further comprising:

displaying screening information generated by a sealed-bottle scanning system (65) in a secondary screening status region, wherein said sealed-bottle scanning system is configured within said secondary screening zone.

27. The method according to claim 19, said method further comprising:

providing screening system control capabilities at said combined systems user interface (CUI), wherein said screening system control capabilities provide an ability to modify screening sensitivity levels of at least one screening system of said baggage, passenger, and secondary screening zones.

28. The method according to claim 27, wherein said screening sensitivity levels can be manually modified by a human operator.

29. The method according to claim 27, wherein said screening sensitivity levels can be automatically modified in response to threat level data provided by a passenger threat level identification system (244) working in cooperation with said combined systems user interface (CUI).

30. The method according to claim 19, said method further comprising:

controlling an entry gate (245) to moderate passenger flow into said screening checkpoint system.

31. The method according to claim 19, said method further comprising:

controlling an exit gate (90) to moderate passenger flow into a secured area protected by said screening checkpoint system.

32. The method according to claim 19, wherein said combined systems user interface (CUI) further comprises:

a threat assessment region adapted to display a threat level of an identified passenger screened by said screening checkpoint system, wherein said threat level is based upon data provided by a passenger threat level identification system (244).

33. The method according to claim 19, wherein said combined systems user interface (CUI) further comprises:

a threat assessment region adapted to display a threat level of an identified passenger screened by said screening checkpoint system, wherein said threat level is based upon screening results generated by individual screening systems of said baggage, passenger, and secondary screening zones.

34. The method according to claim 19, wherein said combined systems user interface (CUI) further comprises:

a passenger information region adapted to display passenger data, wherein said passenger data is provided by a passenger ID station (27) configured with said screening checkpoint system.

35. A combined systems user interface (CUI) (242) providing centralized monitoring of a screening checkpoint system (10), said CUI comprising:

a baggage screening status region adapted to display screening information generated by an explosives screening system (30) and a baggage imaging system (35) configured within a baggage screening zone (15); and

a passenger screening status region adapted to display screening information generated by an explosives detection portal (40) and a metal detection portal (50) configured within a passenger screening zone (20).

36. The interface according to claim 35, said interface further comprising:

a secondary screening status region adapted to display screening information generated by an enhanced explosives screening system (60) configured within a secondary screening zone (25).

37. The interface according to claim 35, said interface further comprising:

screening system control capabilities providing an ability to modify screening sensitivity levels of at least one screening system of said baggage and passenger screening zones.

38. The interface according to claim 37, wherein said screening sensitivity levels can be manually modified by a human operator.

39. The interface according to claim 37, wherein said screening sensitivity levels can be automatically modified in response to threat level data provided by a passenger threat level identification system working in cooperation with said interface.

40. A method for providing centralized monitoring of a screening checkpoint system (10), said method comprising:

providing a combined systems user interface (CUI) (242) comprising baggage and passenger screening status regions;

displaying baggage screening information in said baggage screening status region, wherein said baggage screening information is generated by an explosives screening system (30) and a baggage imaging system (35) configured within a baggage screening zone (15); and

displaying passenger screening information in said passenger screening status region, wherein said passenger screening information is generated by an explosives detection portal (40) and a metal detection portal (50) configured within a passenger screening zone (20).

41. The method according to claim 40, said combined systems user interface (CUI) further comprising:

a secondary screening status region adapted to display screening information generated by an enhanced explosives screening system (60) configured within a secondary screening zone (25).

42. The method according to claim 40, said combined systems user interface (CUI) further comprising:

screening system control capabilities providing an ability to modify screening sensitivity levels of at least one screening system of said baggage and passenger screening zones.